

→ I-40/US 93 WEST KINGMAN TI ←

FEASIBILITY STUDY

Meeting Agenda

- ▶ Introductions
- ▶ Project Purpose and Need
- ▶ Project Development Recap
- ▶ Summary of Initial Feasibility Report Findings
- ▶ Questions and Answers

→ I-40/US 93 WEST KINGMAN TI ←

FEASIBILITY STUDY

Project Purpose and Need

- ▶ Need for a Direct Connection Between I-40 and US 93 has been Documented in Previous Studies
- ▶ Congestion Backs up onto I-40
- ▶ Area is Developing Fast
- ▶ Right-of-Way Costs are Escalating
- ▶ Improve Local Access

→ I-40/US 93 WEST KINGMAN TI ←

FEASIBILITY STUDY

Purpose and Need (Continued)

- ▶ Relieve Congestion – Increase Roadway Capacity and Improve Traffic Flow
- ▶ Accident Reduction
- ▶ Continued Growth - Plan for Future Developments

→ I-40/US 93 WEST KINGMAN TI ←

FEASIBILITY STUDY

Project Development Recap

- ▶ Project Development Process
- ▶ Feasibility Study Process
- ▶ Public & Agency Feedback
- ▶ Where We Are Now

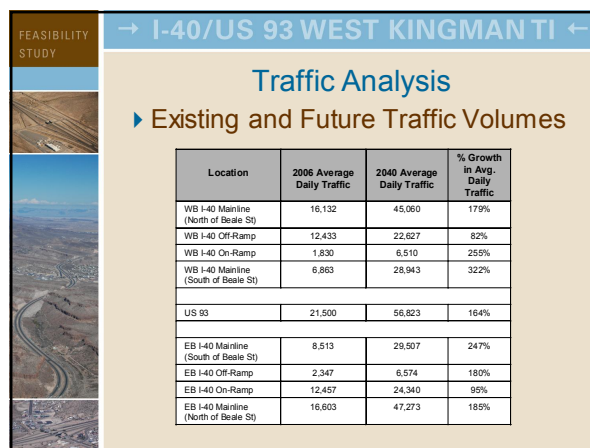
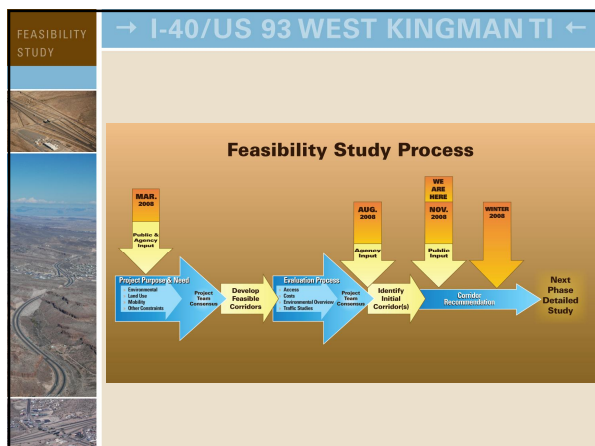
→ I-40/US 93 WEST KINGMAN TI ←

FEASIBILITY STUDY

The Project Development Process

Planning → Detailed Study → Programming & Funding → Design → Construction → Maintain & Monitor

We are here



FEASIBILITY STUDY → I-40/US 93 WEST KINGMAN TI ←

Traffic Analysis

► Level of Service

Level of Service A Level of Service D

Level of Service B Level of Service E

Level of Service C Level of Service F

Level of Service	Delay (seconds/vehicle)
A	0 - 10 seconds
B	10 - 20 seconds
C	20 - 35 seconds
D	35 - 55 seconds
E	55 - 80 seconds
F	80 + seconds

Source: Exhibit 26-8, Highway Capacity Manual 2000

FEASIBILITY STUDY → I-40/US 93 WEST KINGMAN TI ←

Traffic Analysis

► Existing and Future Levels of Service

Location	2006		2040 No Build		2040 Direct Connection	
	Average Delay (per vehicle)	Level of Service	Average Delay (per vehicle)	Level of Service	Average Delay (per vehicle)	Level of Service
US 93/WB I-40 (West side of Traffic Interchange)						
SB US 93 (West approach)	18 seconds	B	286 seconds (4 minutes 46 seconds)	F	20 seconds	C
NB US 93 (East approach)	6 seconds	A	96 seconds (1 minute 36 seconds)	F	14 seconds	B
WB I-40 Off-Ramp (North approach)	31 seconds	C	256 seconds (4 minutes 16 seconds)	F	28 seconds	C
Intersection Overall	19 seconds	B	221 seconds (3 minutes 41 seconds)	F	18 seconds	B

FEASIBILITY STUDY → I-40/US 93 WEST KINGMAN TI ←

Traffic Analysis

► Existing and Future Levels of Service

Location	2006		2040 No Build		2040 Direct Connection	
	Average Delay (per vehicle)	Level of Service	Average Delay (per vehicle)	Level of Service	Average Delay (per vehicle)	Level of Service
US 93/Beale St/EB I-40 (East side of Traffic Interchange)						
SB US 93 (West approach)	20 seconds	C	455 seconds (7 minutes 35 seconds)	F	13 seconds	B
NB US 93 (East approach)	60 seconds	E	522 seconds (8 minutes 42 seconds)	F	29 seconds	C
EB I-40 Off-Ramp (South approach)	38 seconds	D	214 seconds (3 minutes 34 seconds)	F	29 seconds	C
Intersection Overall	38 seconds	D	454 seconds (7 minutes 34 seconds)	F	24 seconds	C

FEASIBILITY STUDY → I-40/US 93 WEST KINGMAN TI ←

Corridor Alternatives Comparison

► No Build

► South Corridors (A, B, G, and H)

► North Corridors (C, D, E, and F)

► Evaluation Criteria and Measurements

FEASIBILITY STUDY → I-40/US 93 WEST KINGMAN TI ←

Corridor Alternatives

► South Corridor Alternatives
» A, B, G, and H

► North Corridor Alternatives
» C, D, E, and F

FEASIBILITY STUDY → I-40/US 93 WEST KINGMAN TI ←

Corridor Alternatives Comparison

► Evaluation Criteria/Measurements

Evaluation Criteria	Unit of Measure	Land Use Considerations							
		A	B	C	D	E	F	G	H
Bureau of Land Management / Cerbat Foothills Recreation Area Outside City of Kingman Limits	acres	108	38	0	0	0	0	122	242
Bureau of Land Management / Cerbat Foothills Recreation Area within City of Kingman Limits	acres	0	44	14	16	36	36	0	0
City of Kingman & Private Land	acres	5	9	22	20	57	59	14	43
State Land	acres	0	0	0	0	0	0	0	90
Length of Corridor	miles	3.1	2.5	1.0	1.0	2.5	2.6	3.7	7.0
Order of Magnitude Total Project Cost	\$ Millions	\$ 62 M	\$ 62 M	Up to \$204 M	\$ 51 M	\$ 57 M	\$ 65 M	\$ 71 M	\$ 200 M

4(f) resources are defined as public parks, recreation areas, wildlife/waterfowl refuges, and historic sites (from the US Department of Transportation Act of 1966)

6(f) resources are defined as recreation properties that were acquired or developed with grants from the Land and Water Conservation Fund Act of 1964

